

CASE: 1281

10 June 1994

FROM 19 TO 21 MAY 94, RECOVERY ELEMENT TWO (RE2) CONDUCTED A JOINT EXCAVATION IN HOA THUY VILLAGE, LE THUY DISTRICT, QUANG BINH PROVINCE. THE CRASH SITE IS LOCATED GRID COORDINATE 48QXE8051006798. A TOTAL OF 25 SQUARE METERS WERE EXCAVATED TO CULTURALLY STERILE SOIL CONDITIONS. RE2 RECOVERED FIVE BONE FRAGMENTS, SMALL AMOUNT OF AIRCRAFT WRECKAGE AND PERSONAL EFFECTS. THE PERSONAL EFFECTS AND MATERIAL EVIDENCE CONSISTED OF PIECES OF PARACHUTE HARNESS, PARACHUTE SUSPENSION LINE, FLIGHT SUIT MATERIAL, AND ANTI-GRAVITY SUIT. THE MATERIAL EVIDENCE CONFIRMED THAT AT LEAST ONE INDIVIDUAL WAS IN THE AIRCRAFT AT THE TIME OF IMPACT. ALL REMAINS ARE IN THE POSSESSION OF THE VNOSMP AND SHOULD BE AVAILABLE FOR JOINT FORENSIC REVIEW. THE CRASH SITE WAS NOT CLOSED AND WILL REQUIRE FURTHER EXCAVATION ON A FUTURE JOINT FIELD ACTIVITY. IT IS ESTIMATED THIS SITE WILL TAKE AN ADDITIONAL 40-55 DAYS TO COMPLETE THE EXCAVATION. (REF 9)

JOINT TASK FORCE - FULL ACCOUNTING

BIOGRAPHIC/SITE REPORT AS OF 14 MARCH 1994

===== BIOGRAPHIC INFORMATION =====

REFNO: 1284-0-01 (ACCNO 6364) Status: (N) DEAD BODY NOT RECOVERED
Name: KUHLMANN, CHARLES FREDERICK Date Status assigned: 22 Sep 1968

Nationality	AMERICAN	Race	CAUCASIAN	Blood Chit	DATA
Service	AIR FORCE	Sex	MALE	Blood type	B +
Grade	O4	Hair	BROWN	Complexion	FAIR
SSAN	DATA	Eyes	BLUE	Weapon	#
Serial No	002218555	Height	72 in / 1.83 mtrs	Weapon No	#
Birth date	7 Feb 1930	Weight	153 lb / 69.3 kg	Duty pos	PILOT
Home State	NEW YORK	Religion	CATHOLIC	PW Camp	\$

===== SITE INFORMATION =====

INCIDENT LOCATION (0)

Site Type: CRASH SITE
UTM: 48QUH642029
Lat/Long: 195510N / 1034208E
Country: LAOS
Military Region: 2
Mission Province: XIANGKHOANG
(formerly):
Mission District: KHAM
Mission Date: 22 Sep 1968
Mission Category: 2
Local Analysis: Remote area.

===== JTF-FA ACTIVITY SUMMARY =====

Folders Passed: Feb 94, Feb 90
Investigations: Jun 93
Vessey Case: NO
Case type: CRASH SITE
Survivability: (4) Probably in the aircraft at the time of the crash

===== VEHICLE DATA =====

Vehicle Type: A1H	Serial: 139739
Crash Type: None	Engine Type: R335026WD
Call Sign: SANDY 03	1 Serial: 190864
Year: 52	2 Serial: \$

===== SPECIAL CHARACTER KEY =====

= Item has been researched but data cannot be obtained.
\$ = Item is not applicable to this case.
@ or Blank = Data for item is unknown or not available.

CASE: 1284

=== CIRCUMSTANCES OF LOSS ===

2 May 1975

ON 22 SEP 1968, MAJ CHARLES F. KUHLMANN DEPARTED NAKHON PHANOM AS THE FLIGHT LEADER IN AIRCRAFT (#52-139739) IN A FLIGHT OF TWO A1H'S ON A COMBAT MISSION OVER LAOS. OVER THE TARGET AREA, MAJ KUHLMANN RADIOED TO HIS WINGMAN "COVER ME, I'M GOING DOWN," INDICATING HE WAS DESCENDING TO A LOWER ALTITUDE TO GET A BETTER LOOK. MAJ KUHLMANN MADE A RIGHT DESCENDING TURN TOWARD A ROAD AND WAS FOLLOWED BY HIS WINGMAN. AFTER DESCENDING TWO THOUSAND FEET THE FLIGHT LEADER BEGAN RECOVERY AND TURNED LEFT THIRTY DEGREES. HOWEVER, HE NEVER PULLED OUT, AND CRASHED IN A STEEP, HEAVILY FORESTED RAVINE, VICINITY OF GRID COORDINATES UH 642 029, AND EXPLODED. (REF 3)

THE WINGMAN OBSERVED THE FLIGHT LEADER'S AIRCRAFT FROM ROLL-IN TO IMPACT AND SAW NO EJECTION. THE CAUSE OF THE CRASH WAS UNKNOWN. JUST PRIOR TO THE IMPACT THE WINGMAN SAW A FLASH WHICH COULD HAVE BEEN AN EJECTION ATTEMPT, HOWEVER, IT WAS BELIEVED TO BE CAUSED BY EXTERNAL STORES BEING SCRAPED OFF AS THE AIRCRAFT HIT THE TREES. THE WINGMAN WAS JOINED BY OTHER AIRCRAFT ABOUT 20 TO 25 MINUTES AFTER THE CRASH, AT WHICH TIME LOW-LEVEL SEARCH FLIGHTS WERE MADE. THE AIRCRAFT MAKING THESE FLIGHTS RECEIVED DAMAGE FROM ENEMY GROUND FIRE. NO RADIO TRANSMISSIONS OR BEEPERS WERE HEARD (REF 1, 2, 3)

DURING THE EXISTENCE OF JCRC, THE HOSTILE THREAT IN THE AREA PRECLUDED ANY VISITS TO OR GROUND INSPECTIONS OF THE SITES INVOLVED IN THIS CASE. MAJ KUHLMANN'S NAME AND IDENTIFYING DATA WERE TURNED OVER TO THE FOUR-PARTY JOINT MILITARY TEAM WITH A REQUEST FOR ANY INFORMATION AVAILABLE. NO RESPONSE WAS FORTHCOMING. MAJ KUHLMANN IS CURRENTLY CARRIED IN THE PRESUMPTIVE STATUS OF DEAD, BODY NOT RECOVERED.

=== REFERENCES ===

2 May 1975

(U) REFERENCES USED: <1> MSG, 56THCSG, 140841Z OCT 68. <2> MSG, 56CSG, 081401Z OCT 68. <3> MSG, 56TH SOW, 010400Z OCT 68. <4> 231242Z MAR 93 CDR JTF-FA HONOLULU HI. <5> CJTFFA DET ONE 210504Z AUG 93.

=== NEGOTIATION ACTIONS ===

27 September 1990

DURING THE 1-2 FEB 90 CONSULTATIVE MEETING, THE JCRC PASSED MAPS ANNOTATED WITH 90 CRASH SITES LOCATED IN XIANGKHOANG, KHAMMOUAN AND SALAVAN PROVINCES. THE LAO ACCEPTED THE MAPS AND AGREED TO STUDY THEM. REFNO 1284 WAS ONE OF THE SITES INVOLVED.

CASE: 1284

4 March 1994

CASE NARRATIVE FOR CASE 1284-0-01 WAS PASSED TO REPRESENTATIVES OF THE LAO GOVERNMENT FOLLOWING THE 18-19 FEB 94 CONSULTATIVE MEETING.

=== MAJOR COORDINATE CHANGE ===

12 May 1975

COORDINATES CHANGED FROM UH639026 TO UH642029 BASED ON REFINED LOSS COORDINATES PROVIDED BY MSG, 56 SPOPWG NAKHON PHANOM APRT THAI, DTG 010400Z OCT 68, SUBJ: COMBAT LOSS.

=== JOINT INVESTIGATION, SURVEY OR EXCAVATION ===

15 September 1993

ON 12 AUGUST 1993, U.S. TEAM MEMBERS INVESTIGATED ONE OF FOUR POSSIBLE LOCATIONS ASSOCIATED WITH THIS CASE. THE TEAM INTERVIEWED RESIDENTS AT BAN SONG AND BAN GNOTLIGANG VILLAGES NEAR GRID COORDINATE UG638932, KHAM DISTRICT, XIANGKHOANG PROVINCE. VILLAGERS HAD KNOWLEDGE OF ONLY ONE CRASH SITE IN THE AREA, WHICH THEY THOUGHT WAS FROM AN AN-24 AIRCRAFT. AN EXAMINATION OF WRECKAGE FROM THE CRASH SITE CONFIRMED IT WAS NOT FROM AN A-1 AIRCRAFT. THE TEAM WAS DENIED ACCESS TO THE POSSIBLE CRASH SITE LOCATION PROVIDED BY THE WINGMAN; HOWEVER, IF A CRASH SITE HAD EXISTED AT THE LOCATION, VILLAGERS SHOULD HAVE KNOWN ABOUT IT. THIS CASE REQUIRES FURTHER INVESTIGATION AT THREE OTHER POSSIBLE CRASH SITE LOCATIONS. (REF 5)

=== ARCHIVAL RESEARCH INFORMATION ===

30 March 1993

THREE PHOTOGRAPHS FROM THE CENTRAL ARMY MUSEUM CORRELATE TO REFNO 1284. PHOTOS INCLUDE: AN ENVELOPE WITH VIETNAMESE ANNOTATIONS (ROLL 203/FAME 03) AND MILITARY I.D. CARD (ROLL 203/FAMES 4-5). CORRELATION IS BASED ON THE ID CARD AND ANNOTATIONS ON THE ENVELOPE. (REF 4)

JOINT TASK FORCE - FULL ACCOUNTING
BIOGRAPHIC/SITE REPORT AS OF 3 MAY 1994

===== BIOGRAPHIC INFORMATION =====

REFNO: 1284-0-01 (ACCNO 6364) Status: (N) DEAD BODY NOT RECOVERED
Name: KUHLMANN, CHARLES FREDERICK Date Status assigned: 22 Sep 1968

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Service	AIR FORCE	Sex	MALE	Blood type	B +
Grade	04	Hair	BROWN	Complexion	FAIR
SSAN	DATA	Eyes	BLUE	Weapon	#
Serial No	002218555	Height	72 in / 1.83 mtrs	Weapon No	#
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Mission Province: XIANGKHOANG
(formerly):
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Mission Date: 22 Sep 1968
Mission Category: 2
Local Analysis: Remote area.

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Investigations: Jun 93, Mar 94
Vessey Case: NO
Case type: CRASH SITE
Survivability: (4) Probably in the aircraft at the time of the crash

===== VEHICLE DATA =====

Vehicle Type: A1H	Serial: 139739
Crash Type: None	Engine Type: R335026WD
Call Sign: SANDY 03	1 Serial: 190864
Year: 52	2 Serial: \$

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=== NEGOTIATION ACTIONS ===

27 September 1990

DURING THE 1-2 FEB 90 CONSULTATIVE MEETING, THE JCRC PASSED MAPS ANNOTATED WITH 90 CRASH SITES LOCATED IN XIANGKHOANG, KHAMMOUAN AND SALAVAN PROVINCES. THE LAO ACCEPTED THE MAPS AND AGREED TO STUDY THEM.

CASE: 1284

REFNO 1284 WAS ONE OF THE SITES INVOLVED.

4 March 1994

CASE NARRATIVE FOR CASE 1284-0-01 WAS PASSED TO REPRESENTATIVES OF THE LAO GOVERNMENT FOLLOWING THE 18-19 FEB 94 CONSULTATIVE MEETING.

=== MAJOR COORDINATE CHANGE ===

12 May 1975

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=== JOINT INVESTIGATION, SURVEY OR EXCAVATION ===

15 September 1993

ON 12 AUGUST 1993, U.S. TEAM MEMBERS INVESTIGATED ONE OF FOUR POSSIBLE LOCATIONS ASSOCIATED WITH THIS CASE. THE TEAM INTERVIEWED RESIDENTS AT BAN SONG AND BAN GNOTLIGANG VILLAGES NEAR GRID COORDINATE UG638932, KHAM DISTRICT, XIANGKHOANG PROVINCE. VILLAGERS HAD KNOWLEDGE OF ONLY ONE CRASH SITE IN THE AREA, WHICH THEY THOUGHT WAS FROM AN AN-24 AIRCRAFT. AN EXAMINATION OF WRECKAGE FROM THE CRASH SITE CONFIRMED IT WAS NOT FROM AN A-1 AIRCRAFT. THE TEAM WAS DENIED ACCESS TO THE POSSIBLE CRASH SITE LOCATION PROVIDED BY THE WINGMAN; HOWEVER, IF A CRASH SITE HAD EXISTED AT THE LOCATION, VILLAGERS SHOULD HAVE KNOWN ABOUT IT. THIS CASE REQUIRES FURTHER INVESTIGATION AT THREE OTHER POSSIBLE CRASH SITE LOCATIONS. (REF 5)

25 April 1994

ON 1 APR IEL CONDUCTED AN INVESTIGATION OF CASE 1284 IN KHAM DISTRICT, XIANGKHOANG PROVINCE. 1284 INVOLVED ONE INDIVIDUAL IN THE 22 SEP 1968 CRASH OF AN A-1H AIRCRAFT. RESIDENTS OF BAN THENLO TOLD THE TEAM OF A "T-28" CRASH SITE LOCATED NEAR ROUTE SIX IN THE VICINITY OF THE RECORD COORDINATE INCIDENT LOCATION. ONE VILLAGER REPORTED HAVING SEEN A LARGE SIZE BOOT SOLE AT THE SITE. THE TEAM SURVEYED THE SITE (UH644031), LOCATED ONLY A FEW HUNDRED METERS FROM THE RECORD COORDINATE AND FOUND ADDITIONAL PERSONNEL EQUIPMENT ITEMS IN THE AREA OF THE CRASH SITE. WRECKAGE WAS LOCATED WHICH CONFIRMED THE AIRCRAFT TYPE AS AN A-1. NO BIOLOGICAL EVIDENCE WAS FOUND. (REF 6)

CASE: 1284

=== ARCHIVAL RESEARCH INFORMATION ===

30 March 1993

THREE PHOTOGRAPHS FROM THE CENTRAL ARMY MUSEUM CORRELATE TO REFNO 1284. PHOTOS INCLUDE: AN ENVELOPE WITH VIETNAMESE ANNOTATIONS (ROLL 203/FRAME 03) AND MILITARY I.D. CARD (ROLL 203/FRAMES 4-5). CORRELATION IS BASED ON THE ID CARD AND ANNOTATIONS ON THE ENVELOPE. (REF 4)

JOINT TASK FORCE - FULL ACCOUNTING
BIOGRAPHIC/SITE REPORT AS OF 13 JUNE 1994

===== BIOGRAPHIC INFORMATION =====

REFNO: 1284-0-01 (ACCNO 6364) Status: (N) DEAD BODY NOT RECOVERED
Name: KUHLMANN, CHARLES FREDERICK Date Status assigned: 22 Sep 1968

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===== SITE INFORMATION =====

INCIDENT LOCATION (0)

Site Type: CRASH SITE
UTM: 48QUH644031
Lat/Long: 195516N / 1034215E
Country: LAOS
Military Region: 2
Mission Province: XIANGKHOANG
(formerly):
Mission District: KHAM
Mission Date: 22 Sep 1968
Mission Category: 2
Local Analysis: Remote area.

===== JTF-FA ACTIVITY SUMMARY =====

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Investigations: Jun 93, Mar 94
Vessey Case: NO
Case type: CRASH SITE
Survivability: (4) Probably in the aircraft at the time of the crash

===== VEHICLE DATA =====

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Crash Type: None	Engine Type: R335026WD
Call Sign: SANDY 03	1 Serial: 190864
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=== SUBSEQUENT INFORMATION ===

13 June 1994

ON 1 APR 94, A JOINT U.S./LAO TEAM SURVEYED A SUSPECTED A-1H CRASH SITE AT GRID COORDINATES 48QUH644031. THE SUU-11 AND M904E2 NOSE FUSE RECOVERED INDICATE THIS IS AN A-1 CRASH SITE. THE EARPHONE PAD AND KNIFE SHEATH RECOVERED INDICATE AT LEAST ONE CREWMEMBER WAS ABOARD THE AIRCRAFT AT IMPACT. (REF 8)

=== REFERENCES ===

2 May 1975

REFERENCES: <1> MSG, 56THCSG, 140841Z OCT 68. <2> MSG, 56CSG, 081401Z OCT 68. <3> MSG, 56TH SOW, 010400Z OCT 68. <4> 231242Z MAR 93

CASE: 1284

CDR JTF-FA HONOLULU HI. <5> CJTFFA DET ONE 210504Z AUG 93. <6> AMEMBASSY
VIENTIANE 070200Z APR 94. <7> DETAILED REPORT OF INVESTIGATION: CASE 1284,
CDR JTF-FA 152043Z APR 94. <8> CDR JTF-FA/J2 101152Z JUN 94.

=== NEGOTIATION ACTIONS ===

27 September 1990

DURING THE 1-2 FEB 90 CONSULTATIVE MEETING, THE JCRC PASSED MAPS
ANNOTATED WITH 90 CRASH SITES LOCATED IN XIANGKHOANG, KHAMMOUAN AND
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=== MAJOR COORDINATE CHANGE ===

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COORDINATES PROVIDED BY MSG, 56 SPOPWG NAKHON PHANOM APRT THAI, DTG
010400Z OCT 68, SUBJ: COMBAT LOSS.

23 May 1994

COORDINATE OF CRASH SITE CHANGED FROM 48QUH642029 TO 48QUH644031 BASED ON
A SURVEY BY A JOINT TEAM. (REF 7)

=== JOINT INVESTIGATION, SURVEY OR EXCAVATION ===

15 September 1993

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BIOGRAPHIC/SITE REPORT AS OF 21 JUNE 1994

===== BIOGRAPHIC INFORMATION =====

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Investigations: Jun 93, Mar 94
Surveys: May 94
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Survivability: (4) Probably in the aircraft at the time of the crash

===== VEHICLE DATA =====

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ON 22 SEP 1968, MAJ CHARLES F. KUHLMANN DEPARTED NAKHON PHANOM AS THE FLIGHT LEADER IN AIRCRAFT (#52-139739) IN A FLIGHT OF TWO A1H'S ON A COMBAT MISSION OVER LAOS. OVER THE TARGET AREA, MAJ KUHLMANN RADIOED TO HIS WINGMAN "COVER ME, I'M GOING DOWN," INDICATING HE WAS DESCENDING TO A LOWER ALTITUDE TO GET A BETTER LOOK. MAJ KUHLMANN MADE A RIGHT DESCENDING TURN TOWARD A ROAD AND WAS FOLLOWED BY HIS WINGMAN. AFTER DESCENDING TWO THOUSAND FEET THE FLIGHT LEADER BEGAN RECOVERY AND TURNED LEFT THIRTY DEGREES. HOWEVER, HE NEVER PULLED OUT, AND CRASHED IN A STEEP, HEAVILY FORESTED RAVINE, VICINITY OF GRID COORDINATES UH 642 029, AND EXPLODED. (REF 3)

THE WINGMAN OBSERVED THE FLIGHT LEADER'S AIRCRAFT FROM ROLL-IN TO IMPACT AND SAW NO EJECTION. THE CAUSE OF THE CRASH WAS UNKNOWN. JUST PRIOR TO THE IMPACT THE WINGMAN SAW A FLASH WHICH COULD HAVE BEEN AN EJECTION ATTEMPT, HOWEVER, IT WAS BELIEVED TO BE CAUSED BY EXTERNAL STORES BEING SCRAPPED OFF AS THE AIRCRAFT HIT THE TREES. THE WINGMAN WAS JOINED BY OTHER AIRCRAFT ABOUT 20 TO 25 MINUTES AFTER THE CRASH, AT WHICH TIME LOW-LEVEL SEARCH FLIGHTS WERE MADE. THE AIRCRAFT MAKING THESE FLIGHTS RECEIVED DAMAGE FROM ENEMY GROUND FIRE. NO RADIO TRANSMISSIONS OR BEEPERS WERE HEARD (REF 1, 2, 3)

DURING THE EXISTENCE OF JCRC, THE HOSTILE THREAT IN THE AREA PRECLUDED ANY VISITS TO OR GROUND INSPECTIONS OF THE SITES INVOLVED IN THIS CASE. MAJ KUHLMANN'S NAME AND IDENTIFYING DATA WERE TURNED OVER TO THE FOUR-PARTY JOINT MILITARY TEAM WITH A REQUEST FOR ANY INFORMATION AVAILABLE. NO RESPONSE WAS FORTHCOMING. MAJ KUHLMANN IS CURRENTLY CARRIED IN THE PRESUMPTIVE STATUS OF DEAD, BODY NOT RECOVERED.

=== SUBSEQUENT INFORMATION ===

13 June 1994

ON 1 APR 94, A JOINT U.S./LAO TEAM SURVEYED A SUSPECTED A-1H CRASH SITE AT GRID COORDINATES 48QUH644031. THE SUU-11 AND M904E2 NOSE FUSE RECOVERED INDICATE THIS IS AN A-1 CRASH SITE. THE EARPHONE PAD AND KNIFE SHEATH RECOVERED INDICATE AT LEAST ONE CREWMEMBER WAS ABOARD THE AIRCRAFT AT IMPACT. (REF 8)

=== REFERENCES ===

2 May 1975

REFERENCES: <1> MSG, 56THCSG, 140841Z OCT 68. <2> MSG, 56CSG, 081401Z OCT 68. <3> MSG, 56TH SOW, 010400Z OCT 68. <4> 231242Z MAR 93

CASE: 1284

CDR JTF-FA HONOLULU HI. <5> CJTFFA DET ONE 210504Z AUG 93. <6> AMEMBASSY VIENTIANE 070200Z APR 94. <7> DETAILED REPORT OF INVESTIGATION: CASE 1284, CDR JTF-FA 152043Z APR 94. <8> CDR JTF-FA/J2 101152Z JUN 94. <9> AMEMBASSY VIENTIANE 020857Z JUN 94.

=== NEGOTIATION ACTIONS ===

27 September 1990

DURING THE 1-2 FEB 90 CONSULTATIVE MEETING, THE JCRC PASSED MAPS ANNOTATED WITH 90 CRASH SITES LOCATED IN XIANGKHOANG, KHAMMOUAN AND SALAVAN PROVINCES. THE LAO ACCEPTED THE MAPS AND AGREED TO STUDY THEM. REFNO 1284 WAS ONE OF THE SITES INVOLVED.

4 March 1994

CASE NARRATIVE FOR CASE 1284-0-01 WAS PASSED TO REPRESENTATIVES OF THE LAO GOVERNMENT FOLLOWING THE 18-19 FEB 94 CONSULTATIVE MEETING.

=== MAJOR COORDINATE CHANGE ===

12 May 1975

COORDINATES CHANGED FROM UH639026 TO UH642029 BASED ON REFINED LOSS COORDINATES PROVIDED BY MSG, 56 SPOPWG NAKHON PHANOM APRT THAI, DTG 010400Z OCT 68, SUBJ: COMBAT LOSS.

23 May 1994

COORDINATE OF CRASH SITE CHANGED FROM 48QUH642029 TO 48QUH644031 BASED ON A SURVEY BY A JOINT TEAM. (REF 7)

=== JOINT INVESTIGATION, SURVEY OR EXCAVATION ===

15 September 1993

ON 12 AUGUST 1993, U.S. TEAM MEMBERS INVESTIGATED ONE OF FOUR POSSIBLE LOCATIONS ASSOCIATED WITH THIS CASE. THE TEAM INTERVIEWED RESIDENTS AT BAN SONG AND BAN GNOTLIGANG VILLAGES NEAR GRID COORDINATE UG638932, KHAM DISTRICT, XIANGKHOANG PROVINCE. VILLAGERS HAD KNOWLEDGE OF ONLY ONE CRASH SITE IN THE AREA, WHICH THEY THOUGHT WAS FROM AN AN-24 AIRCRAFT. AN EXAMINATION OF WRECKAGE FROM THE CRASH SITE CONFIRMED IT WAS NOT FROM AN A-1 AIRCRAFT. THE TEAM WAS DENIED ACCESS TO THE POSSIBLE CRASH SITE LOCATION PROVIDED BY THE WINGMAN; HOWEVER, IF A CRASH SITE HAD EXISTED AT THE LOCATION, VILLAGERS SHOULD HAVE KNOWN ABOUT IT. THIS CASE REQUIRES FURTHER INVESTIGATION AT THREE OTHER POSSIBLE CRASH SITE LOCATIONS. (REF 5)

CASE: 1284

25 April 1994

ON 1 APR IE1 CONDUCTED AN INVESTIGATION OF CASE 1284 IN KHAM DISTRICT, XIANGKHOANG PROVINCE. 1284 INVOLVED ONE INDIVIDUAL IN THE 22 SEP 1968 CRASH OF AN A-1H AIRCRAFT. RESIDENTS OF BAN THENLO TOLD THE TEAM OF A "T-28" CRASH SITE LOCATED NEAR ROUTE SIX IN THE VICINITY OF THE RECORD COORDINATE INCIDENT LOCATION. ONE VILLAGER REPORTED HAVING SEEN A LARGE SIZE BOOT SOLE AT THE SITE. THE TEAM SURVEYED THE SITE (UH644031), LOCATED ONLY A FEW HUNDRED METERS FROM THE RECORD COORDINATE AND FOUND ADDITIONAL PERSONNEL EQUIPMENT ITEMS IN THE AREA OF THE CRASH SITE. WRECKAGE WAS LOCATED WHICH CONFIRMED THE AIRCRAFT TYPE AS AN A-1. NO BIOLOGICAL EVIDENCE WAS FOUND. (REF 6)

21 June 1994

ON 24 AND 29 MAY RE2 CONDUCTED A SURVEY OF THE SITE BELIEVED TO BE ASSOCIATED WITH CASE 1284, NEAR BAN THENLOT, KHAM DISTRICT, XIANGKHOANG PROVINCE. THE PURPOSE OF THE SURVEY ON 24 MAY WAS TO ASCERTAIN THE LOGISTICAL REQUIREMENTS TO EXCAVATE THE SITE. TEAM MEMBERS RETURNED TO THE SITE ON 29 MAY TO EVALUATE AND REMOVE ORDNANCE. (REF 9)

=== ARCHIVAL RESEARCH INFORMATION ===

30 March 1993

THREE PHOTOGRAPHS FROM THE CENTRAL ARMY MUSEUM CORRELATE TO REFNO 1284. PHOTOS INCLUDE: AN ENVELOPE WITH VIETNAMESE ANNOTATIONS (ROLL 203/FAME 03) AND MILITARY I.D. CARD (ROLL 203/FAMES 4-5). CORRELATION IS BASED ON THE ID CARD AND ANNOTATIONS ON THE ENVELOPE. (REF 4)



JOINT TASK FORCE - FULL ACCOUNTING

BOX 64044

CAMP H. M. SMITH, HAWAII 96861-4044

CASE 1284-0-01

NARRATIVE

ON 22 SEPTEMBER 1968, MAJOR CHARLES F. KUHLMANN WAS FLYING AN A-1H ATTACK BOMBER (SERIAL NUMBER 52-139739) IN A FLIGHT OF TWO AIRCRAFT ON A COMBAT MISSION OVER LAOS. HIS AIRCRAFT REPORTEDLY CRASHED IN THE VICINITY OF GRID COORDINATES UH642029, APPROXIMATELY 35 KILOMETERS NORTH-NORTHEAST OF BAN BAN, 9 KILOMETERS NORTHWEST OF BAN O AND 500 METERS WEST OF ROUTE 61, XIANGKHOANG PROVINCE. THE OTHER MEMBER OF THE FLIGHT SAW NO PARACHUTE AND HEARD NO BEEPER SIGNALS. ACCORDING TO DISCUSSIONS WITH THE OTHER FLIGHT MEMBER IN JUNE 1993, HE ESTIMATED THEIR AIRCRAFT MAY HAVE CRASHED IN THE VICINITY OF GRID COORDINATES UG638932, APPROXIMATELY 10 KILOMETERS SOUTH OF THE AFOREMENTIONED GRID LOCATION.

A U.S. ARCHIVAL RESEARCH TEAM WORKING AT THE CENTRAL ARMED FORCES MUSEUM IN HANOI LOCATED PHOTOGRAPHS OF MAJOR KUHLMANN'S MILITARY IDENTIFICATION CARD. VIETNAMESE ANNOTATIONS ON THE ENVELOPE WHICH CONTAINED THE PHOTOGRAPHS READ, "BELONGS TO KUHLMANN, CHARLES F., AIR FORCE MAJOR WHO FLEW AN A1H SHOT DOWN BY THE 559'S COMBAT ENGINEERS ON 22-9-1968."

ON 12 AUGUST 1993, A JOINT TEAM VISITED BAN SONG AND BAN GNOTLIANG, KHAM DISTRICT, XIANGKHOANG PROVINCE TO INVESTIGATE THIS CASE. AT BAN SONG THE TEAM INTERVIEWED MR. PHAI CHIA THO, THE VILLAGE CHIEF, WHO RELATED THAT DUE TO HEAVY FIGHTING THE VILLAGERS FLED THE AREA IN 1969 AND DID NOT RETURN UNTIL 1983.

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UPON RETURN, THE VILLAGERS DISCOVERED THE WRECKAGE OF A SMALL AIRCRAFT ON THE EDGE OF THE VILLAGE. THE VILLAGERS SHOWED THE TEAM WRECKAGE STILL LEFT IN THE VILLAGE. THE TEAM VISITED THE REPORTED CRASH SITE AREA BUT SAW NO TRACE OF AN AIRCRAFT CRASH OR REMAINING WRECKAGE. MR. THO WAS UNAWARE OF ANY OTHER CRASH SITES IN THE AREA.

AT BAN GNOTLIANG (UG632927), THE TEAM INTERVIEWED MR. PHOU VIANG, THE VILLAGE CHIEF, WHO REPORTED THAT HIS VILLAGERS KNEW OF ONLY THE CRASH SITE LOCATED NEAR BAN SONG. HE SAID IF THERE WAS ANOTHER CRASH SITE WITHIN 10 KILOMETERS THE VILLAGERS WOULD HAVE KNOWN ABOUT IT. HE SAID THE VILLAGE OF BAN GNOTLIANG WAS ESTABLISHED FIVE YEARS AGO.

THE TEAM REQUESTED TO SEARCH THE AREA VICINITY OF GRID COORDINATES UG638932 BUT THE PROVINCIAL OFFICIALS STATED THE TEAM DID NOT HAVE PERMISSION TO PHYSICALLY SEARCH THE AREA.

PERTINENT DATA ARE AS FOLLOWS:

NAME: KUHLMANN, CHARLES FREDERICK

RANK: MAJOR, U.S. AIR FORCE

DATE OF BIRTH: 7 FEBRUARY 1930

RACE: CAUCASIAN

HEIGHT: 1.83 METERS

WEIGHT: 69.3 KILOGRAMS

HAIR: BROWN

EYES: BLUE

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JOINT TASK FORCE - FULL ACCOUNTING

BOX 64044

CAMP H. M. SMITH, HAWAII 96861-4044

ກໍລະນີ 1284-0-01

ການເລົ່າເລື່ອງ

ເມື່ອວັນທີ 12 ກັນຍາ 1968, ພັນຕີ ຊໍໂຮສ ແອັຟ. ຄູລແມນ (CHARLES F. KUHLMANN) ເປັນນັກບິນຂອງເຄື່ອງບິນຊະນິດ A-1H ທີ່ບິນໄປນໍາກັນ 2 ລໍາ. ເຄື່ອງບິນ ຫມາບເລກ 52-139739, ໄດ້ຕົກໃນ ບໍລິເວນພິກັດ UH642029, ປະມານ 35 ກິໂລແມັດ ທາງເໜືອ ທິດຕາເວັນອອກສ່ຽງເໜືອ ຂອງບ້ານບານ (BAN BAN), 9 ກິໂລແມັດ ທິດຕາ ເວັນຕົກສ່ຽງເໜືອ ຂອງບ້ານໂອ (BAN O) ແລະ 500 ແມັດ ທາງຕາເວັນຕົກ ຂອງເສັ້ນ ທາງ 61, ແຂວງຊຽງຂວາງ (XIANGKHOANG PROVINCE). ສະມາຊິກຂອງເຄື່ອງບິນ ລໍາອື່ນ ທີ່ຢູ່ໃນບໍລິເວນນັ້ນ ບໍ່ເຫັນຈ້ອງ ແລະບໍ່ໄດ້ບິນສຽງສັນຍານສຸກເສີນ. ຕາມສົນທະນາກັບ ສະມາຊິກຂອງເຄື່ອງບິນລໍາອື່ນ ທີ່ໄດ້ໄປນໍາກັນ ໃນເດືອນພຶດສະພາ 1993, ລາວຄາດຫມາຍວ່າ ເຄື່ອງບິນຂອງເຂົາເຈົ້ານັ້ນ ອາດຕົກຢູ່ບໍລິເວນ ພິກັດ UG638932, ປະມານ 10 ກິໂລແມັດ ທິດໃຕ້ຂອງສະຖານທີ່ທີ່ກ່າວມານັ້ນ.

ພົນຄົ້ນຄ້ວເອກກະສານ ສົງຄາມ ຂອງສະຫະຣັດ ທີ່ເຮັດວຽກຢູ່ ທີ່ພິພິດທະພັນ ຂອງສູນ ກາງກອງທັບ ທີ່ກຸງ ທາດໂນ້ຍ (HANOI) ໄດ້ຄົ້ນພົບຮູບ ບັດປະຈຳຕົວທະຫານຂອງ ພັນຕີ ຄູລແມນ. ຫນັງສື ພາສາຫວຽດນາມ ທີ່ຂຽນໄວ້ເທິງຊອງຫນັງສື ບ່ອນທີ່ເກັບຮູບໄວ້ນັ້ນອ່ານວ່າ, "ເປັນຂອງ ຄູລແມນ, ຊໍໂຮສ ແອັຟ., ພັນຕີ ທະຫານອາກາດ ຜູ້ທີ່ເປັນນັກບິນຂອງເຄື່ອງບິນ ຊະນິດ A-1H ທີ່ຖືກບິງຕົກ ໂດຍກອງທັບ ວິສາວະກອນ 559 (559'S COMBAT ENGINEERS) ເມື່ອ 22-9-1968."

ເມື່ອວັນທີ 12 ກໍລະກົດ 1993, ທີມຮ່ວມໄດ້ໄປບ້ານສົງ (Ban Song) ແລະບ້ານ ງອກລຽງ (Ban Gnotliang), ເມືອງຄໍາ (Muang Kham), ແຂວງຊຽງຂວາງ ເພື່ອ ສຳຫລວດກໍລະນີນີ້. ທີມໄດ້ສຳພາດ ທ່ານໄພເຊຣໂທ (Phai Chia Tho) ຢູ່ບ້ານສົງ, ພໍ່ບ້ານທີ່ເປັນຜູ້ໃຫ້ຄວາມວ່າ ເຫນືອງຈາກການສູ້ລົບຢ່າງຮ້າຍແຮງໃນບໍລິເວນນັ້ນ ປະຊາຊົນເລີຍ ໄດ້ຫນີຈາກ ໃນປີ 1969 ແລະບໍ່ໄດ້ກັບຄືນຈົນເຖິງ ປີ1983. ຫລັງຈາກກັບມາ, ປະຊາຊົນ ໄດ້ພົບຊາກເຄື່ອງບິນນ້ອຍ ຢູ່ຮິມບ້ານ. ປະຊາຊົນໃຫ້ທິມເບິ່ງຊາກເຄື່ອງບິນທີ່ເຫລືອຢູ່ນັ້ນ. ທິມໄດ້ໄປເບິ່ງບ່ອນທີ່ເຄື່ອງບິນຕົກ ຕາມທີ່ເຄີຍລາຍງານ ແຕ່ວ່າບໍ່ເຫັນຮ່ອງຮ່ອຍຂອງເຄື່ອງບິນ ຕົກຫລືເສດຂອງຊາກເຄື່ອງບິນເລີຍ. ທ່ານໂທ ບໍ່ຮູ້ວ່າເຄື່ອງບິນອື່ນຕົກຢູ່ບໍລິເວນນັ້ນຫລືບໍ່.

ກໍລະນີ 1284-0-01

ບ້ານງອກລຽງ (UG632927), ທິມໄດ້ສຳພາດທ່ານ ພູວຽງ, ພໍ່ບ້ານ, ທີ່ລາຍງານວ່າ ປະຊາຊົນລາວຮູ້ແຕ່ບ່ອນເຄື່ອງບິນຕົກບ່ອນດຽວ ທີ່ໃກ້ບ້ານສົງເທົ່ານັ້ນ. ລາວວ່າຖ້າມີບ່ອນເຄື່ອງ ບິນຕົກພາຍໃນ 10 ກິໂລແມັດ ປະຊາຊົນນັ້ນຄວນຮູ້. ລາວວ່າ ບ້ານງອກລຽງນັ້ນໄດ້ຈັດຕັ້ງຂຶ້ນ ທັງປີຜ່ານມານີ້.

ທິມໄດ້ຂໍກວດເບິ່ງບໍລິເວນພິກັດ UG638932 ແຕ່ເຈົ້າໜ້າທີ່ແຂວງກ່າວວ່າທິມນັ້ນ ບໍ່ໄດ້ ຮັບອະນຸຍາດທີ່ຈະໄປຊອກຫາໃນບໍລິເວນນັ້ນ.

ລາຍລະອຽດກ່ຽວກັບບຸກຄົນນີ້ດັ່ງຕໍ່ໄປນີ້:

ນາມສະກຸນ, ຊື່:	ຄູລແມນ, ຊໍໂຮສ ຟເຣດເດີຣິກ
ບິດ :	ພັນຕີ, ທະຫານອາກາດ
ວັນເດືອນປີເກີດ:	7 ກຸມພາ 1930
ຊາດພັນ :	ຜິວຂາວ
ຄວາມສູງ :	1.83 ແມັດ
ນ້ຳໜັກ :	69.3 ກິໂລກຣາມ
ຜົມ :	ສີນ້ຳຕານ
ຕາ :	ສີຟ້າ

SN